NO CURB TO HIS POWER

(Copyrighted, 1897, by Frank G. Carpenter.)

subjects than any monarch outside of the petty tyrants of savage Africa, I heard much about him during my stay in Siam a few years ago. His majesty was away from his capital at the time of my visit, He had gone up the River Menam in one of his royal houseboats, with about thirty of his wives, and was not expected back for weeks. I met, however, the men closest to him. I had letters from our cabinet ministers at Washington to the leading Siamese officials, and was given an inside

view of matters connected with his majesty

His majesty is called Chulalongkorn for

short. His real title is Prabat Somdet Pra

Pramend Maha Chulalongkorn Kate Klow

Chow-yu-Hua. He is the ninth child of

Maha Mongkut, who was the last

king. Maha Mongkut had eighty-four

children, and of these Chulalongkorn

was chosen to be placed upon the Siamese

throne. He has thirty-four half brothers and forty-nine half sisters, and he liked one of his half sisters so well that he has married her, and she is now the queen. The king is forty-four years old. He is about 5 feet 4 inches high, has a plump, olive-brown face, beautiful eyes of a liquid

black, a broad, high, rather full forehead, and short, straight black hair. His nose is

short and half flat, his lips are rather thick, and his upper lip is decorated with a silky black mustache. He dresses in clothes

which might pass well for those of a bi-

He Has Money to Burn.

where which will produce more valuable

and his government.

T IS MAJESTY KING

l in Europe, and

Chulalongkorn is now

is expected to cross

the Atlantic in

his royal yacht to

make a visit to the

United States. Chu-

lalongkorn is the

King of Siam. He is the richest ruler of the world, with per-

haps the exception of

the czar, and he has more power over his

Written for The Evening Star.

TORPEDO WARFARE

Like the Dagger Thrust of the Swordsman of Old.

ONE BLOW AND ALL IS OVER

Life on the Little Boats is Fraught With Danger.

ABOVE A LOADED MINE

Written for The Evening Star.



THE MAINTENANCE of peace by force bears in its growth the ceaseless development of instruments and masses. teday victorious, tomorrow vanquished, and all by the same restless ingenuity that, but yesterday, gave the balance of might to the defeat-

The ponderous forces of our latest and largest battle ships are really at the mercy of our smallest torpedo craft, and that craft, in turn, the especial prey of the torpedo boat de-

In the battle ship we have gathered powers of untold possibilities and housed them within walls of enormous strength. In the torpedo boat we have filled a fragile frame with great activity and charged it with a single but awful means of annihilation: while in the "destroyer" we have retained all of the torpedo boat's original destructiveness bettered by speed and gun-fire of superior reach.

Torpedo boat attack must be under cover of darkness, or either in the gloom of fog or the smoke-shrouded confusion of battle. To the general conduct of modern warfare, the stealth and spirit of torpedo-boat service is singularly analogous to the dagger thrust of the ancient swordsman, and bears with it all of that essence of desperate cun-

As the natural foe to every other craft save the "destroyer," the torpedo boat is

into six compartments and within these are placed the propelling, the directive, and the exploding mechanisms.

The boiler of this small craft is one of the six compartments and about ten feet kerg, into which air is crowded till a pressure of 1,350 pounds to the square inch is reached, ninety times that of the normal atmosphere, and a very dangerous force. This air is fed, under ingenious control, to a wonderful little engine, which, within the space of a fair-sized firkin, develops an energy of thirty horse power, and, in turn, revolves the two screws with force cnot gh to send the torpedo, for a distance of 8,000 feet, on its way at a speed of of 8,000 feet, on its way at a speed of thirty-five miles an hour.

Its Terrible Rush. Its nose armed with a modern net-cutter, no ordinary fabrication of steel rope and chain could withstand the rush of that force: while once through and its wicked burden burst against a ship's bot-

craft would be certainly doomed.

The torpedo is fired from the tube by The torpedo is fired from the tube by just powder enough to fill a good-sized cannon cracker. A little clip or catch turns on the power within the torpedo as it passes out of the tube, and by the time it has cived, the engines have reached their full working speed without sudden jar.

Once well clear of the boat's side—regulated

tom below the armor belt, the damaged

lated by circumstances from fourteen yards to 300 feet—the striker on the head is free to detonate the charge within, Just back of this plunger lie thirty-eight grains of fulminate of mercury—about the bulk of a large peanut—which, when fgnited by percussion, expands to 2,500 times its norpercussion, expands to 2,500 times its normal size, transmitting, in turn, a tremendous blow to the charge of gun cotton and causing the latter to explode with frightful unity and force.

In the hands of the ignorant or the care-

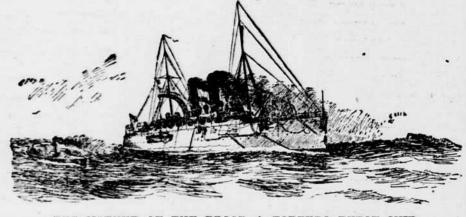
less, the torpedo is a danger alike to friend or foe, but under the guidance of the skill-ed and resolute, it is the most awful implement of warfare; awful in threat and awful in deed.

Torpedo Boat Destroyer.

The torpedo boat destroyer is a magnified torpedo boat of great speed, ranging, with us, from 230 to 260 tons displacement, and in outward appearance built purposely like her natural quarry that she may be the better able to approach within striking distance before her true character be disclosed. With a sudden spurt, her superior speed would soon bring the smaller craft under the murderous fire of the destroyer's six-pounders, leaving to the torpedo boat only a choice of surrender or immediate destruction. In the destroyer, the battle ship and the cruiser have even a more dangerous enemy than in the simple torpedo boat for where the torpedo boat, by stress of weather, limited speed or restricted endurance must halt, the destroyer may conclude to the contract of the contract er may continue to carry out its murder-ous mission.

Everything that applies to the torped boat in the matters of great speed, de-structive power and mechanical skill, is applicable on a wider scale to the de-

Into a hull something like 210 feet long



THE MOTHER OF THE BROOD-A TORPEDO DEPOT SHIP.

the wickedest aggregation of human skill; and, as an engine for dealing death and demolition, of force enough to make the hardlest shudder; but as the watchful picket for the ponderous armor-clad, the keeper of narrow passes, the guardian of shallow bays and the broad reaches of navigable rivers, and the sentinel of seaboard cities, it bears a burden of comfortable assurance to the dearest lover of peace and a boon of security to the most timid breast.

at the respectable railroad speed of thirty-five miles an hour.

A look into her stoke hold is something not to be forgotten. At full power the firing never ceases. The stokers work with unflagging vigilance.

Torpedo Bont of Today. The torpedo boat of today is the product

vance; the rival of a quondam speed of something less than fifteen knots-just half of present attainment; and a throbbing mass of energy and high pressures. Taking as a type the Rowan, now

building, we have a torpedo boat, pure and simple, somewhat in advance of the firstclass foreign craft of the same order, and, in this superiority, meeting the more trying exigencies forced upon us by our rugged

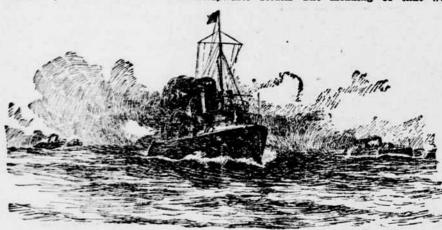
With a length of 170 feet of finely formed body, and a maximum breadth of only 17 feet, eight feet of water will bear her dis-placement, or total weight of 80 tons. Of blacement, or total weight of 30 tons. Of this mass, just one-half is taken up by the boilers and motive mechanisms—double the percentage required by the fleet Colum-bia, and when her engines are turning the two screws four hundred times a minute, under the pressure of 250 pounds of steam, a development of 3,200 horse-power will cush her through the water at a speed of twenty-six knots and more an hour. With sixty tons of coal in her bunkers.

and 19.5 feet beam are crowded engines carable of developing as much as 6,000 indicated horse power, a tugging energy of twenty-three horses for every ton of the craft's get-up, and well may she travel at the respectable railroad speed of thirty-

unflagging vigilance and the narrow spaces that ecolomy demands, while the hot air swims with the coal dust stirred by the blowers that fan the seething furof twenty-three years of mechanical ad-vance; the rival of a quondam speed of to the naked eye. Flanked by these blazing beds, the firemen must goad the boilers to their utmost, despite the fact that every added pound of pressure is greater menace to life should a shot let loose the scalding steam within those throbbing caldrons.

In the Engine Room.

In the engine rooms a steamy, oil-laden mist prevails. The journals foan with a mixture of water and oil, and the cranks and moving parts splash in every direction the constant rain of lubricants and cooling water. The engines roar with a deafening rumble, and sliding parts race up and down, in and out, with a rapidity and certainty that give to the fraction of a mo-ment a measurable dignity. The shafts re-volve four hundred times and more a minute, and one might wonder whence came the needful steam did one not know that entire contents every ten minutes-able to transform, in that time, ten tons of water into steam. The meaning of that work



A DESTROYER AT WORK-THE "FARRAGUT."

she will represent days of independent use-fulness; while the disposition of that fuel abreast the boilers and engines will shield for a time her vitals from moderate gun-

fire.

That the damage of a penetrating shot may be localized, the boat is divided by bulkheads—unbroken even by water-tight doors—into some ten or twelve separate compartments, each of which is under the control of powerful pumps. The accommodations for the complement

of twenty-four are more snug than com-modious, and are fitted up with that nice economy of space common to sleeping cars in the way of folding beds and other adjustable furniture.
Inside, and out, too, so far as navigation

and signaling go, the boat is lighted by electricity, while numerous auxiliary en-gines will do a score of helpful services to lighten the labors of the crew.
On deck she carries three 18-inch torpedo tubes on swivel mounts of wide sweep,

together with three one-pounder rapid-fire guns, while on top of the forward tower-within which the captain will guide the eraft in action-she carries another gun of The purpose of the boat is really centered

in the four torpedoes carried, aggregating a mass of thirty-five hundred pounds, and the tons upon tons of other material are designed but to bear this modest burden to a signed but to bear this modest burden to a stocessful issue. These torpedoes—playful-ly known as "steel babies"—are of the Whitehead type, and today represent the consequence of thirty odd years of tireless trial and study.

The Modern Torpedo.

The modern, automobile torpedo is a wee steel vessel of marvelous self-sufficiency. impelled by a miniature engine of great power and delicacy, steered by self-adjusting rudders that meet, automatically, the variations of subaqueous pressures and hold the torpedo at a determined depth.

on its errant of demolition.

The eighteen-inch torpedo, so termed because of its greatest diameter, is a biuntheaded eigar-shaped structure about sixteen feet six inches long, bearing within its bluff head a charge of two hundred and twenty pounds of gun cotton, the destructive equivalent of a quarter of a ton of cannon powder. The body is divided

well done can be appreciated only in the face of accident; and unstituted praise should be meted those whose mission means the successful management of such

It is not only in the stokeholds and en-gine room that the tax is felt; to those in charge of the navigation of such a craft comes a burden of grave responsibility, as well as a call upon their nerve and courage. It requires a steady hand and a quick eye to meet the exigencies of a speed en-tailing certain death and a broken neck upon him who may be so unlucky as to fall overboard. Only a few turns of the pro-pellers, and the craft bounds forward like a startled deer, while at full speed she re-sponds to the helm with a wonderful but alarming careening quickness. The heralarming careening quickness. The han-dling of such a craft in all her tactical pos-



A Typical First-Class Torpedo Boat-

sibilities is something we have yet before us; and something that we shall have to learn before we can make the most of our growing flotila; and it is needless to re-mark that efficiency then will prove a mat-

that that enciency then will prove a mat-ter of years.

Like the torpedo boats, the destroyers are fitted with torpedo tubes, and our own 30-knot boats will carry at least two of them, so placed that they will afford the widest

Each destroyer will carry from four to six 6-pounder rapid-fire guns, and a liberal supply of ammunition, and with that force to face, only an armored torpedo boat under the happiest of conditions could hope to

The Depot Ship. The development of the torpedo boat has led to the building of torpedo depot ships, tables of large size, good speed and con-

siderable fighting force, carrying as many as ten small torpedo boats upon their decks, and having within them a complete

decks, and having within them a complete machine shop for the repair, refitting and the supply of the flotilla they guard.

As has been said, "She is at one and the same time a cruiser, a fighting ship, a repair shop, a torpedo depot and a floating dock yard." At a cruising speed of ten knots, she can range for a distance of 10,000 miles and bring her burden of torpedo boats and mines to bear upon well-nigh any harbor. As a cruiser, her powerful battery would enable her to hold her own against no mean antagonist.

Even in a seaway, immense hydraulic cranes will turn their long arms outboard and lift the wounded boats from the water and place them snugly on the broad bost m of the upper deck. Down in the bowels of the great craft, furnaces, forges, machine shops, smithies and every other conceivable means of repair are placed, while

ceivable means of repair are placed, while stores of torpedoes, tons of gun cotton, and mining and counter, mining outfits will make good the expenditures of action or

These vessels are marvels of ingenuity and mechanical advancement, and the growth of our own feet of torpedo craft will lead to the construction of something of the sort for our flottilla.

Service in War Time.

Life on board of torpedo boats or their destroyers will be anything but an easy one in time of trouble. There will be but little time for rest, and less for nourishment. The moments of darkness and activity will be filled with a wearing, watchful alertness, to which the vibration of the craft will be a taxing aggravation. Death stares them in the face in almost every direction. Death by destruction, death by foundering, death by the explosion of the bollers or injured pipes, death by collision, or death by the premature bursting of their own petards.

own petards.

After dark and in times of hostilities, the torpedo boat will be shunned like a rabid dog by friend and foe alike. The reason for this is two-fold. First, that her friendly signals of approach may not warn the enemy of the presence of larger craft and the same signals be simulated by the foe; and second, in the absence of such signals, that her friends may not fire upon her by mistake. The anxious alertness of a ship's company at such a time is too fickle to be depended upon for safe discrimination, and trying enough without the added worry of distinguishing these small boats. The result will be, every approaching boat will be fired upon at once, and friend and foe or passing shadow treated with the same destructive welcome.

or passing shadow treated with the same destructive welcome.

The real protection of the torpedo craft lies in her speed and her power of limiting that period—either attacking or fleeing—in which she may be under fire. To that end, she must creep upon her foe, and dash forward only when hesitation would mean her certain ruin or certain ruin.
On a dark night, her phosphorescent bow

wave, or the will-of-the-wisp flicker of her smoke stacks, may betray her long before she reaches her fighting distance; and a torpedo boat expected is counted in naval maxims as a boat destroyed. The conduct of an attack is a fearful tax upon one's nerves. Every one knows that the odds are dangerously against success one well-directed shot being enough to send the tiny craft into oblivion, but the glory of

the tiny craft into oblivion, but the glory of that success spurs them on, and in the face of those silent, but loaded batteries, she creeps toward her quarry.

The sense of impending death is awful; the cold night air searches to the marrow; and the dark waters rush by with a forbidding chill. The boat thiobs with a convulsive fullness up in one's throat. Down below, the engineers and firemen find a helpful distraction in their active duties and the service of the engines and boilers; but on deck, beside the loaded torpedo-tubes and in the conning tower, the feeling of suspense is terrible.

When the Blow is Struck

When the Blow is Struck. Once within the fighting range of 800

yards, and forward dashes the boat, to swerve a moment later and to deliver the burden of one of the loaded tubes. The noise of that discharge and the flash are noted, to be answered a moment later by responsive sheets of flame that seem to burst from every part of the great craft attacked. In less time than it takes to tell, the torpedo has struck its mark, and a towering mass of luminous water rises a monument to that success, but to fall a moment later with ponderous force upon the doomed snip; or, if it has failed, or the growth's grups have reached their. enemy's guns have reached their mark, perhaps great rents in the torpedo boat's stacks or the debris of her littered deck may tell how true has been the foeman's dm, or only a rippling swirl be left to tell where the tiny craft had lately been. Men there are in plenty cool and cour-ageous enough to face such fearful odds; ageous enough to face such fearful odds; and upon them will depend the commission of those deeds that call for a total forget-fulness of self and death in the all-absorb-ing glory of a flag's defense.

Compared with the trig white bodies of

our other vessels, the dingy, sea-green hulls, the absence of bright work, the freeand-casy dress of the seamen, and the somber mission of the boats all tend to make them anything but creations of beauty. They seem to teem with a sugges-tion of official piracy; and even in times of harmony, when the mighty battle ship is naught but a simple guardian of the neace a torpedo boat, puny though she may be, carries with her a menace, like the warning of a loaded weapon or the threat of a bared blade. On her deck one stands really above a loaded mine, for, besides the tor-pedoes about him, below lie the magazines and the boilers throbbing with their dan-gerous charges. Such, indeed, is the spirit of danger that fills her frail but surcharged frame; and who can fail to marvel not only at the tax upon those that man such craft, but the stress upon those to whom

The Heart's Story.

Exenange.

I will not doubt, though all my ships at sea

Come drifting home with broken masts and sails.

I will believe the hand which never fails—

From seening evil worketh good for me;

And though I weep because those sails are tat-Still will I cry while my best hopes are shattered,

I will not doubt, though all my prayers return Unanswered from the still white realm above; I will believe it is an all-wise love Which has refused these things for which I yearn; And though at times I cannot keep from grieving, Yet the pure ardor of my fixed believing Undimmed shall burn.

will not doubt, though sorrows fall like rain,
And troubles swarm like bees about to hive;
I will believe the heights for which I strive
Are only reached by anguish and by pain,
And, though I groan and writhe beneath my crosses,
I yet shall see through my severest losses
The greater gain.

will not doubt. Well anchored in this faith,
Like some stanch ship, my soul braves every gale;
So strong its courage will not quali
To breast the mighty unknown sea of death.
Oh! may I cry, though body parts with spirit,
"I do not doubt," so listening worlds may hear it,
With my last breath!

A Credit Sale.

From the New York Times. In one of the small New York towns where the residents swap farm products for groceries a boy was sent to the store by his mother, and this is what an astonished outsider heard him say to the store keeper: "Mister, ma says you're to pl give me a eggs' worth of mustard. hen is on."

How She Picked Winners. From the Chicago Times-Herald.

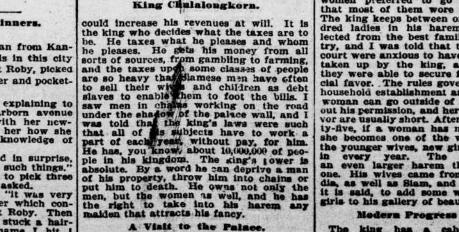
Last summer a young woman from Kan sas City while visiting friends in this city placed a small bet on a race at Roby, picked the three winners in their order and pocketed \$3,000 in cash.

That night she was busily explaining to a group of friends in a Dearborn avenue house what she would do with her new-found wealth, when I asked her how she gained such a remarkable knowledge of

"Why, bless you." she said in surprise,
"I don't know anything about such things."
"Then how did you happen to pick three
winners out of a big field?" I asked.
"Wall." she said expectly." "Well," she said earnestly. "It was very easy. I bought a daily paper which contained a list of the entries at Roby. Then I turned the paper over and stuck a hairpin through it. The first name I hit I set down for first place, the second one for second place and the third for third place."

Full of Things. From Puck.

Gildersleeve-"They say there are mi robes in whisky."



A Visit to the Palace. The king has acres of palaces. In the center of the big city of Hangkok there is a little city surrounded by a big wall which contains the quarters of his majesty and those of his servants and his harem. The those of his rervants and his harem. The latter is shown to no man, but I was able to go through some of the finest buildings of the palace proper. Passing the soldiers at the gate I walked for perhaps a quarter of a mile by one building after another until I came to an immense structure which in the distance looked like marble. As I drew closer I saw that the marble

OUR ROYAL VISITOR

made of brick or stone covered with plaster. It was, however, imposing. It covered a vast area of ground and rose to the height of three tail stories before the high ridged roof began. It had many steeples and towers, and the wide stairways which led to the front door were guarded by immense elephants of some metal plated with gold. Passing by these golden elephants, I went up the steps and entered the king's council chamber. He has here a throne which looks for all the world like a bed, and upon it I was told that his majesty, as a rule, sat with his legs crossed like a Turk while he received that his majesty, as a rule, sat with his legs crossed like a Turk while he received that the chief work of the palace was done at night under the rays of the electric light, and that the king and the cabinet ministers did a large part of sleeping in the day time. On the opposite side of the ministers did a large part of sleeping in the day time. On the opposite side of the hall I saw another large room.

ROYAL PALACE BANGKOK.

hall I saw another large room.

This was the king's reception room for foreigners. It is gorgeously furnished and contains rare vases from Dresden, beautiful carvings from Japan and China and some wonderful gold work from the jewelers of Siam. There were elephants' tusks, beautifully polished, standing here and there in the corners, and oil paintings looked down from the walls. The next room into which I was taken was the most room into which I was taken was the mor wonderful I have ever seen. It was the throne room, where upon great state occa-sions the king receives ministers of state.



Royal Princes Taking a Ride.

room covers a vast extent, its cell ing being at least fifty feet from the floor It is longer than the east room at the White House and as wide as a theater At the back there is a rostrum, upon which the king sits at such times on a go'den chair, under royal umbreilas upheld by servants. Around the room running along the walls and extending some distance out from the ends there is a very thicket of golden trees and bushes. These little trees golden trees and bushes. These little trees have their trunks and branches plated with gold. The leaves are of solid gold, as are also the smaller twigs. They are made by the cunning gold workers of the different provinces, and are sent by the governor and subordinate officials in different parts of the kingdon as presents. On one side of the room I saw a number of silver trees among the gold ones, and it seemed to me that the amount of metal

The Queen and the Harem. It is according to law for the king to take one of his half sisters as a wife and

which might pass well for those of a bicycler. In the place of pantaloons he
wears a wide strip of black silk, or surong,
which Siamese gentlemen wrap around
their waists and pull between their legs,
so that it forms a pair of loose knee
breeches. He wears long silk stockings to make her his queen. This keeps the royal family comparatively pure, as only and low shoes, while the upper part of his body is clad in a military coat. His majesty sometimes wears a helmet. At other times he sports a derby hat, and it her sons can ascend to the throne. The present queen is, I am told, about fifteen years younger than the king. She is said to be a very progressive woman, and to help him considerably in the conduct of his government. She manages his household establishment and rules the is only upon state occasions at his home that he puts on one of his enormous crowns. He has several such crowns in his palace. These crowns are pyramids of jewels set in gold, rising in circular tiers, and ending in a long point, like that of a household establishment and rules the harem. Her majesty is a fair type of the best-looking Siamese maidens. She has a light brown complexion, oily black hair, which is cut short, and which consists of black bristles, like those of a shoe brush, standing out all over her head. Her majesty made all the ledites. pencil 18 or 20 inches above the head of standing out all over ner nead. Her majesty smokes cigarettes, as do all the ladies of her harem, and she is very fond of chewing the betel nut. Betel nut chewing is common among all classes in Siam. This nut is the green nut of the Areca paim. In The king is practically the owner of Siam. He has one of the richest countries of Asia. It is bigger than Germany and richer than Egypt. There is no land anysome respects it makes you think of a green walnut. It is cut into little pieces and mixed with tobacco and pink-colored lime, the mixture forming the cud which slamese ladies chew with more gusto than any of our American girls chew wax.

Betel chewing is far more disgusting than way chewing. rice. Its mighty forests are full of teak wood, and its mines contain gold, silver and precious stones. The king has hundreds of elephants, some of which are Betel chewing is far more disgusting than wax chewing. As the fair betel chewers masticate their toothsome cud its juice colors the saliva red, and their mouths seem to be filled with blood. Their worth \$1,000 apiece, and his income is said

to amount to more than \$10,000,000 year. I was told at Bangkok that had between \$30,000,000 and \$40,000,0 fulce colors the saliva red, and their mouths seem to be filled with blood. Their teeth become as black as jet and their lips are turned dark brown. Black teeth in Siam are a sign of beauty. The people have a saying that any dog can have white teeth, but it is only those who are rich enough to afford the betel nut who can have beautiful black ones. Not only the queen, but also all the ladies of the harem chew. I visited a large store right near the palace, which furnishes the ladies much of their finery, their sweetmeats and their articles of tollet. Among other things which are sold are betel spittoons. These are little cups about the size of a shaving mug. Every one of the king's wives has one or two, and each lady keeps one always by her side, lifting it to her lips from time to time and squirting out into it her surplus saliva. Every lady of the harem has also her betel box. This is for the materials of chewing. Some of the boxes are of silver, and those of the king and queen are set with jewels. During my stay in the king set with jewels. During my stay in the king set with jewels. During my stay in the king set with jewels. stored up for a rainy day and that he for the materials of chewing. Some of the boxes are of silver, and those of the king and queen are set with jewels. During my stay in the king's store I asked some questions as to the fashions affected by the queen and the other ladles of the harem. I was told that the favorite costume of the king's wives is the surong or waist cloth, falling to the knees, and a jacket of silk. I saw many of the jackets in this store. They were loosely made, and were decorated with ribbons and Swiss embroidery. The man told me that most of the women preferred to go barefooted, and that most of them wore anklets of gold. The king keeps between one and two hundred ladles in his harem. They are selected from the best families of the country, and I was told that the nobles of the court were anxious to have their daughters taken up by the king, as through them they were able to secure fat jobs and official favor. The rules governing the king's household establishment are very rigid. No woman can go outside of the palace without his permission, and her days of royal favor are usually short. After the age of twenty-five, if a woman has not had children, she becomes one of the waiting maids of the younger wives, new girls being brought in every year. The last king had an even larger harem than the present one. His wives came from China and India, as well as Siam, and he was anxious, it is said, to add some well-bred English girls to his gallery of beauties. King Chalalougkorn.

Modern Progress in Siam.

The king has a cabinet of twelve The king has a cabinet of twelve members and many subordinate officials, although he settles the most important matters himself. Not a dollar can go out of his treasury without bis signature. While I was in Bangkok a young American who had been teaching the king's children wanted his salary. The treasury afficials knew that it was due, but it could not be paid until his majesty came back from his trip into the interior. Chulalongkorn is the most progressive monarch that Slam has ever had. He has taken up with foreign ways and has to a certain extent modernised Slam. The country is a

member of the International Postal Union. I saw the postmen delivering letters, and I was able to register mail which I sent to America. There is now an electric railroad in Bangkok, and within the past few years in Bangkok, and within the past few years several steam railroads have been constructed. A number of new roads have been surveyed, and there is one being built from Bangkok to Korat, about 165 miles into the interior. Connection will eyentually be made with Burmah, and at no distant date we shall be able to travel throughout Farther India by rail. At present a large part of the interior transportation has to be done upon elephants, the only beasts which are able to make their way through the thick jungle. The king speaks English fluently and reads it with ease. It is not etiquette, however, for him to use anything else than his own language during his audiences, and for this reason he will have an interpreter during his travels in this country.

The Land of the White Elephant. The Land of the White Elephant.

The elephant is the royal beast of Siam. You see elephant pictures on all the flags. The old coins had an elephant printed on them, and the white elephant, in fact, forms what you would call the cost-of-arms of the king. The Siamese are Buddhists. of the king. The Siamese are Buddhists. They believe in the transmigration of souls. They think that the souls of their heroes or greatest men go into elephants, and of the very greatest into the white elephants. It was for this reason that white elephants were worshiped in times past. Today the king keeps a number of white elephants in his palace stables. I asked to be shown these beasts during my visit to the palace. I expected to find the animals Jecorated with gold and purple and fastened with golden chains. I was shown something far different. The stables were dirty wooden sheds, and the elephants were tied with rough ropes to wooden posts. The wooden sheds, and the elephants were tied with rough ropes to wooden posts. The keepers in charge of them were dirty and there was no sign of royalty about them. The elephants themselves looked freckled. They were not pure white by any means and I have since learned that the white elephant is a diseased elephant. His whiteness is more like that of leprosy than nature and he is the urilest heast of the eleture, and he is the ugliest beast of the ele-

Where the King Worships.

I spent some time in the wonderful Buddhists temples of Bangkok. There was one right next to the palace of the king, in which his majesty daily worships during which his majesty daily worships during his stay in his capital. This temple has a spire hundreds of feet high made of coil after coil of masonry plated with gold. There is, I was told, more than \$100,000 worth of gold upon it. It has doors of ebony inlaid with mother-of-pearl, and it is lighted with candles of all sizes, some as big around as your finger, others of the size of your waist. These candles are in candlesticks plated with gold. They will burn for weeks and their flickering flames are supposed to dispose of a multitude of are supposed to dispose of a multitude of sins. In this temple there is one room the floor of which is covered with a carpet of

are supposed to dispose of a multitude of sins. In this temple there is one room the floor of which is covered with a carpet of woven silver wire. Its chief idol is the famed emerald god.

This god is about a foot high. It is made of pure gold, mixed with jewels. It is set with diamonds, topazes, sapphires and rubles, and it represents a vast amount of money. The idol is placed high up above the floor of the temple, almost under the roof. It is so high that it is hard to appreciate its value, but so holy that the king bows before it every morning, and the hundred ladies of the harem come in now and then, and, bending their naked knees upon the cold floor, pray to it. Siam has hundreds of other temples. They are by all odds the finest buildings in Bangkok. The contributions to them and the priests do much to keep the people poor. There is no city of the world that has so many Buddhist priests as Bangkok. Siam is the home of Buddhism and Bangkok is the central station for its worship. There are 25,000 Buddhist priests in the city. These are of all ages, from sixteen to eighty, and the religion is such that any man can be a priest if he chooses. Every Siamese man is expected to become a priest for a certain part of his life, and King Chulalongkorn has, I am told, served two terms in the priesthood. This being a priest changes a man's relations to his fellows for the time. He is then considered holy to his family as well as to others. I saw mothers bowing down to their boy's sons who were scting as priests. The priests shave their heads. They go about with nothing but yellow strips of cloth wound around them, relying upon the gifts of the people for food. They have certain times in the morning and evening during which they go from house to house for rice. The people bring out the rice in pots, ready cooked. When the priests come along they drop on their knees, and, folding their hands, as though praying, they ask the priest to accept their gifts. I was vold that the priests never make direct requests for alms, and praying, they ask the priest to accept their gifts. I was told that the priests never make direct requests for alms, and that the offerings to a large extent are voluntary.

FRANK G. CARPENTER.

FOUGHT A NOVEL DUEL

Kegs of Gunpewder Were the Wen-pons Selected by the Belligerents. From Harper's Round Table.

Shortly before the revolution, when the air was heavily charged with forebodings of the approaching struggle, old Maj. Putnam happened to be in Boston. The major disliked the redcoats, and sometimes inveighed against their arrogant supercilliousness in no gentle terms. One day an officer of his majesty's regulars overheard Putnam assert that the provincial army, untutored in arms as they were, would intutored in arms as they were, would fight with the courage of trained soldiers. The officer resented the assertion, and after some hot words challenged the major to a duel, provided he dared to fight.

morrow; the distance, ten paces; the fight to be as follows: You sit on one keg, I on the other, a slow fuse to be attached to each and lighted, and the one who holds out the longest shall be declared the

There was nothing for the officer to do but accept the unusual weapons, and on the following day, at the appointed time and place, the combatants took their seats and place, the combatants took their seats upon the kegs of gunpowder. The fuses were lighted and began spluttering, rapidly approaching the kegs. The officer was deathly pale, and watched the growing danger with dilated eyes. At last he could stand it no lenger, and with a leap he left his keg and raced like a madman out of sight. When he had gone old Put laughingly kicked the burning fuse away, and disclosed to his friends a keg of onions. disclosed to his friends a keg of onions. When the matter came to light the officer was subjected to the laughts and gibes of the entire command.

It matters little what it is that you want— whether a situation or a servant—a "want" ad, in The Star will reach the person who can fill your need.

From Other Fellows From Life.

She's the star of his existence, Is the girl of whom he sings; And he thinks she must be Satura For she has so many rings.



DR. McCOY **GIVES FOR** THE SUMMER

The Uniform \$3 Rate Original in His Practice.

And Extends It So That It Applies to All Patients and All Diseases.

This announcement of the \$3 rate for the summer applies not only to Catarrh, but to all disenses. Its especial appropriateness for dis-eases of a Catarrhal nature lies in these facts: All those diseases that attack the nose, blocking its pas-sages; that attack the thront, causing irritation; that attack the ear tubes, producing head noises and Deafness; that attack the Bronchial Tubes and Lung Tubes, are aggra-vated by the weather of fall, winter and spring. They improve in the warm weather months, because at such times there is little change in the temperature; the damp spells that produce colds are absent, and the high winds loaded with dust that irritate the breathing tracts are absent. In winter even the Doctor's skill is often taxed to cure Catarrh. Nature offers obstacle after obstacle, and in one day un-does all the good he has been able to perform in a week. In summer nature helps the Doctor. One month of summer treatment for Catarrh is worth two months of the most careful winter treatment. If all who suffer from Catarrh were wise enough to devote a little of the summer to treatment there would soon be few cases of Catarrh to treat, cases of Deafness would become rare, head noises a curiosity and chronic coughs and consumption would be reduced to a minimum. Doctor McCoy departs from his usual custom in this instance only by making the \$3 rate cover all diseases. It applies not only to Summer Treatment for Catarrh, but it applies to every disease.



Cured of Catarrh Contracted During the War.

William H. Miller, 336 12th st. s.c., Washington, D. C., employed in the Pension Officer "I had entarch for years. I think my trouble dates back to the war, and was the result of capesure during the service. It grew werse con-stantly year after year. My lead felt all stopped that had a barkh, barking cough. There up, and I had a harsh, barking cough.

a fishbone—something I could not dislodge.
"I kept losing flesh right along and got very weak. I got so run down that when I went up-stairs I had to sit down. I had a dull bend-ache all the time, and the discharge from my ose was something terrible.

"My stomach troubled me, too, very badly. If I only drank water it hurt me, and if I stooped to pick up anything I would have intense pain. I was always gagging on account of uneus in my

of good. I have gained eight pounds in weight.

My nose is perfectly clear, the soreness is all gone,
and I sleep well. I feel perfectly well."

She Is Cured of Catarrh.

Mrs. B. J. Comer, 162 F st. n.e.: "I had been a great sufferer from catarrh, and Docble began with a severe cold. My nose became so stopped up I could not breathe through it, and soon I found the sense of smell leaving me, and in a short time it was lost entirely.

duel, provided he dared to fight.

"Dare!" shouted Putnam. "Why, at any moment, but I choose the weapons."

"Name them," haughtily replied the officer.

"Two kegs of gunpowder: the time, to-morrow; the distance, ten paces; the fight to be as follows: You sit on one keg, I on the stream of the st But the greatest difficulty was in eating. I would have to stop after each mouthful to get my breath, for I could not breathe through my nose at all. My throat was filled up so at times that word.

"Last winter the catarrh extended to my stom-ach, and disturbed me greatly. After weals I would bloat up and there was a constant miserable feeling.
"I was treated by two well-known physician

but received no benefit from them. My improve ment under Drs. McCoy and Cowden's treatment ment under Drs. McCoy and Cowain's treatment has been wonderful. My nose is perfectly clear. My stomach no longer troubles me. My sense of smell is wholly restored, and I can heartily say that I am cured."

Mrs. Seward Was Almost Totally Deaf.

Mrs. Margaret A. Seward, 814 L st. s.e.: "I had been deaf for five years. Both ears were equally deaf.
"I could not hear the ordinary noises of the

streets—the clatter of the horses' hoofs, or the rumble of the wagons and cars. I was troubled constantly with roaring noises in my head, like the rumble of machinery that disturbed me so I could not sleep. "My hearing returned suddenly. While sitting in the kitchen one day, suddenly the sound of the clock ticking came to gay cars. From that time on the improvement was stendy, until my bearing was fully restored. The disagreeable noises that troubled me so have ceased, and I hear everything plainly and distinctly."

Mrs. Emma D. Duvall. 907 E st. s.c. the daughter of Mrs. Seward, in speaking of her mother's case, said: "Mother was very, very deaf, indeed! Not only was she deaf, but her general health was had. Her hearing has been restored, and her health greatly improved."

Had Been Deaf for Twenty

Years. cor. 6th and Pa. ave. n.w.: "My left ear was so deaf that

a clock tick with it. My right ear was becomin quite deat, also. My hearing returned to me sud decly. Now I hear perfectly with either ear." DOCTOR McCOY'S BOOK FREE TO ALL.

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